

**APPLICATION FOR FINANCIAL ASSISTANCE**

Revised 4/99

*CB07H*

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 / 16 / 03

CONTACT: Greg Long PHONE # 513-352-5289 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581 E-MAIL greg.long@cincinnati-oh.gov

PROJECT NAME: River Road Improvements

SUBDIVISION TYPE  
(Check Only 1)

- ☐ 1.County  
☒ 2.City  
☐ 3.Township  
☐ 4.Village  
☐ 5.Water/Sanitary District  
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED  
(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 2,220,000  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

PROJECT TYPE  
(Check Largest Component)

- ☒ 1.Road  
☐ 2.Bridge/Culvert  
☐ 3.Water Supply  
☐ 4.Wastewater  
☐ 5.Solid Waste  
☐ 6.Stormwater

TOTAL PROJECT COST: \$ 3,700,000 FUNDING REQUESTED: \$ 2,220,000

**DISTRICT RECOMMENDATION**

To be completed by the District Committee ONLY

GRANT: \$ 2,220,000

LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program  
☐ Local Transportation Improvements Program

2003 SEP 12 PM 2:57

OFFICE OF NEW DURLINGTON  
COUNTY ENGINEER

**FOR OPWC USE ONLY**

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_ %

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account  
Dollars

#### TOTAL DOLLARS

- |     |                                                           |                                   |                             |
|-----|-----------------------------------------------------------|-----------------------------------|-----------------------------|
| a.) | Basic Engineering Services:                               | \$ <u>                    .00</u> | <u>                    </u> |
|     | Preliminary Design \$ <u>                    </u>         |                                   |                             |
|     | Final Design \$ <u>                    </u>               |                                   |                             |
|     | Bidding \$ <u>                    </u>                    |                                   |                             |
|     | Construction Phase \$ <u>                    </u>         |                                   |                             |
|     | Additional Engineering Services                           | \$ <u>                    .00</u> | <u>                    </u> |
|     | *Identify services and costs below.                       |                                   |                             |
| b.) | Acquisition Expenses:                                     |                                   |                             |
|     | Land and/or Right of Way                                  | \$ <u>                    .00</u> | <u>                    </u> |
| c.) | Construction Costs:                                       | \$ <u>  3,556,159.00</u>          | <u>                    </u> |
| d.) | Equipment Purchased Directly:                             | \$ <u>                    .00</u> |                             |
| e.) | Permits, Advertising, Legal:                              | \$ <u>                    .00</u> |                             |
|     | (Or Interest Costs for Loan Assistance Applications Only) |                                   |                             |
| f.) | Construction Contingencies:                               | \$ <u>  143,159.00</u>            |                             |
| g.) | TOTAL ESTIMATED COSTS:                                    | \$ <u>  3,700,000.00</u>          |                             |

\*List Additional Engineering Services here:  
Service:

Cost:

## 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>1,480,000.00</u>	<u>40</u>
c.) Other Public Revenues		
ODOT	\$ <u>          .00</u>	<u>          </u>
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>                    </u>	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>1,480,000.00</u>	<u>40</u>
d.) OPWC Funds		
1. Grant	\$ <u>2,220,000.00</u>	<u>60</u>
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL OPWC FUNDS:	\$ <u>2,220,000.00</u>	<u>60</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>3,700,000.00</u>	<u>100%</u>

## 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID#                                      Sale Date:                     

STATUS: (Check one)

Traditional                     

Local Planning Agency (LPA)                     

State Infrastructure Bank

## 2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: River Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):  
A: SPECIFIC LOCATION:

River Road between Dart and Illinois in Sedamsville and Sayler Park.

(see attached map)

PROJECT ZIP CODE: 45204 & 45233

B: PROJECT COMPONENTS:

The reconstructed pavement section will consist of full depth concrete. New concrete curb inlets will be included with the reconstructed pavement. At the intersection of Hillside and River Road, the alignment will be shifted to the south requiring a new engineered fill be constructed. Guardrail will be installed in front of the engineered fill. New water main will be constructed (approximately 3600 feet) from Hillside to Illinois. The rehabilitated pavement (grind and pave) will consist of three inches of asphaltic concrete.

C: PHYSICAL DIMENSIONS:

Project covers 35,832 linear feet, and ranges from four to five lanes wide.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

No change in service capacity for vehicular traffic. Water service will be designed for future demand.

Road or Bridge: Current ADT 15,499 Year: 2003 Projected ADT: \_\_\_\_\_ Year: \_\_\_\_\_

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ \_\_\_\_\_ Proposed Rate: \$ \_\_\_\_\_

Stormwater: Number of households served: \_\_\_\_\_

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 2,220,000

TOTAL PORTION OF PROJECT NEW/EXPANSION

\$ \_\_\_\_\_

#### 4.0 PROJECT SCHEDULE:\*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 / 1 / 03</u>	<u>7 / 1 / 04</u>
4.2 Bid Advertisement and Award:	<u>7 / 1 / 04</u>	<u>12 / 15 / 04</u>
4.3 Construction:	<u>12 / 15 / 04</u>	<u>12 / 31 / 05</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

#### 5.0 PROJECT OFFICIALS:

- 5.1 CHIEF EXECUTIVE OFFICER Timothy Riordan  
 TITLE Assistant City Manager  
 STREET Room 104, City Hall  
801 Plum Street  
 CITY/ZIP Cincinnati, Ohio 45202  
 PHONE ( 513 ) 352 - 2457  
 FAX ( 513 ) 352 - 2458  
 E-MAIL tim.riordan@cincinnati-oh.gov
- 5.2 CHIEF FINANCIAL OFFICER William Moller  
 TITLE Finance Director  
 STREET Room 250, City Hall  
801 Plum Street  
 CITY/ZIP Cincinnati, Ohio 45202  
 PHONE ( 513 ) 352 - 6275  
 FAX ( 513 ) 352 - 2370  
 E-MAIL bill.moller@cincinnati-oh.gov
- 5.3 PROJECT MANAGER Jay Gala  
 TITLE Principal Construction Engineer  
 STREET Room 430, City Hall  
801 Plum Street  
 CITY/ZIP Cincinnati, Ohio 45202  
 PHONE ( 513 ) 352 - 3423  
 FAX ( 513 ) 352 - 1581  
 E-MAIL jay.gala@cincinnati-oh.gov

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[ X ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[ X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[ NA ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ NA ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[ X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Timothy Riordan, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

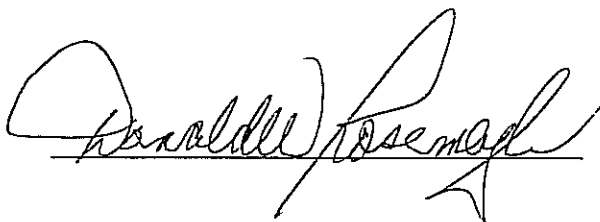
Timothy Riordan 9-12-03

Signature/Date Signed

September 12, 2003

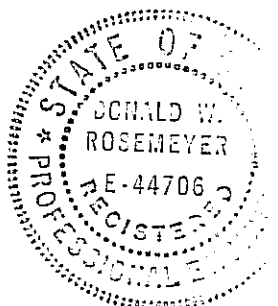
Subject: River Road Improvements – Dart Street to Illinois Avenue  
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street rehabilitation is at least twenty (20) years.

A handwritten signature in black ink, reading "Donald W. Rosemeyer", written over a horizontal line.

(seal)

Donald W. Rosemeyer, P.E.  
Acting City Engineer  
City of Cincinnati



**STREET REHABILITATION**  
**SCIP Round 18**  
**River Road Dart to Illinois**

Square Yards: 200,861.00  
Lane Miles: 34.24

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump	Sum	Contract Bond	\$10,000.00	\$10,000
2	109.051	Lump	Sum	Contract Contingency	\$150,000.00	\$150,000
3	202	0	s.f.	Walk Removed	\$2.50	\$0
4	202	0	l.f.	Curb Removed	\$3.00	\$0
5	202	0	l.f.	Full Depth Pavement Removed	\$18.00	\$0
6	202	1	ea.	Catch Basin or Inlet Removed	\$400.00	\$400
7	203	600	c.y.	Excavation	\$30.00	\$18,000
8	203	15,000	c.y.	Embankment	\$15.00	\$225,000
9	251	2,008	s.y.	Part. Depth Pavt. Repair, Concrete Pavement	\$30.00	\$60,240
10	251	0	s.y.	Part. Depth Pavt. Repair, Flexible Pavement	\$25.00	\$0
11	252	2,008	s.y.	Full Depth Rigid Pav't Removal & Flexible Replacement	\$40.00	\$80,320
12	253	0	s.y.	Pavement Repair	\$45.00	\$0
13	254	200,861	s.y.	Pavement Planing, Bituminous	\$1.00	\$200,861
14	254	0	s.y.	Patching Planed Surface	\$5.00	\$0
15	255	2,008	s.y.	Full Depth Rigid Pav't Removal & Rigid Replacement	\$40.00	\$80,320
16	304	600	c.y.	Aggregate Base w/ Geotextile Fabric Type D, 712.09	\$30.00	\$18,000
17	448	8,369	c.y.	Asphalt Concrete Intermediate Course, Type 1	\$65.00	\$543,985
18	448	8,369	c.y.	Asphalt Concrete Surface Course, Type 1H	\$65.00	\$543,985
19	452	2,000	s.y.	11" Plain Concrete Pavement (Bus Pads)	\$70.00	\$140,000
20	452	4,788	s.y.	12" Plain Concrete Pavement	\$40.00	\$191,520
21	509	3,172	Lbs.	Reinforcing Steel	\$1.00	\$3,172
22	602	7	c.y.	Brick Masonry	\$200.00	\$1,400
23	603	0	l.f.	3" Conduit, Type "G"	\$15.00	\$0
24	604	2	ea.	Manhole Adjusted to Grade W/Rings	\$75.00	\$150
25	604	154	ea.	Manhole Adjusted to Grade W/O Rings	\$450.00	\$69,300
26	604	2	ea.	Manhole Reconstructed To Grade	\$2,500.00	\$5,000
27	604	2	ea.	Valve Chambers Adjusted to Grade W/Rings	\$200.00	\$400
28	604	100	ea.	Valve Chambers Adjusted to Grade W/O Rings	\$350.00	\$35,000
29	Special	2	ea.	Furnish & Install Valve Chamber Casting	\$250.00	\$500
30	Special	2	ea.	Furnish & Install Valve Chamber Lid	\$150.00	\$300
31	604	15	ea.	SGI Adjusted To Grade	\$400.00	\$6,000
32	604	0	ea.	SGI Repaired & Adjusted To Grade	\$450.00	\$0
33	604	75	ea.	DGI/CI Adjusted To Grade	\$450.00	\$33,750
34	604	75	ea.	DGI/CI Repaired & Adjusted To Grade	\$500.00	\$37,500
35	604	5	ea.	Inlet Repaired (Ditch or Curb) & Adjusted to Grade	\$300.00	\$1,500
36	604	156	ea.	Inlet Grates	\$100.00	\$15,600
37	604	3	ea.	Standard Combination Inlet	\$2,200.00	\$6,600
38	605	1,000	l.f.	6" Shallow Pipe Underdrain	\$15.00	\$15,000
39	606	500	l.f.	Guardrail, Type 5	\$25.00	\$12,500
40	608	4,000	s.f.	Curb Ramp, As Per Plan	\$7.00	\$28,000
41	608	320	s.f.	Detectable Warning, Type B	\$30.00	\$9,600
42	608	22,166	s.f.	Concrete Walk	\$4.00	\$88,664
43	609	1,314	l.f.	Concrete Curb Integral W/ Concrete Pavement, Type P-1	\$20.00	\$26,280
44	609	0	l.f.	Concrete Combined Curb & Gutter, Type P-4	\$20.00	\$0
45	609	7,166	l.f.	Concrete Curb Repair, Type P-4	\$20.00	\$143,320
46	609	0	l.f.	Concrete Curb Repair, Type R-2	\$19.00	\$0
47	609	0	l.f.	Concrete Curb, Type S-1	\$19.00	\$0
48	609	0	l.f.	Concrete Curb, Type L-1	\$12.00	\$0
49	609	200	l.f.	Concrete Walk Curb, Type RW-1	\$12.00	\$2,400
50	609	200	l.f.	Concrete Walk Curb, Type W-1	\$12.00	\$2,400
51	612	500	s.f.	Concrete Median and Traffic Island Repair	\$15.00	\$7,500
52	614	Lump	Sum	Maintaining Traffic	\$30,000.00	\$30,000
53	614	200	hrs	Law Enforcement Officer With Patrol Car	\$50.00	\$10,000
54	619	Lump	Sum	Field Office, Type A	\$6,000.00	\$6,000
55	626	1	MFBM	Sheeting And Bracing Ordered Left In Place	\$300.00	\$300
56	627	10,580	s.f.	Concrete Driveway	\$5.50	\$58,190
57	628	1,157	l.f.	Sawing Concrete	\$2.50	\$2,893
58	630	8	ea.	Sign Support Ass., Pole Mounted	\$100.00	\$800

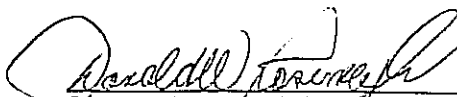
**STREET REHABILITATION**  
**SCIP Round 18**  
**River Road Dart to Illinois**

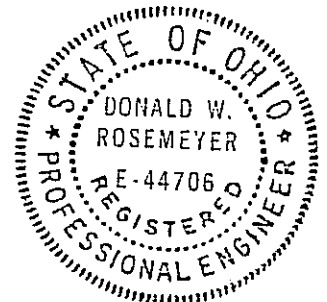
Square Yards: 200,861.00  
Lane Miles: 34.24

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
59	630	8	ea.	Removal of Ground Mounted Sign and Disposal	\$20.00	\$160
60	630	8	ea.	Removal of Ground Mounted Post and Disposal	\$18.00	\$144
61	642	500.0	l.f.	Curb Marking	\$2.00	\$1,000
62	644	14.0	mile	Edge Line	\$2,000.00	\$28,000
63	644	14.0	mile	Lane Line	\$275.00	\$3,850
64	644	2,000.0	l.f.	Transverse Line	\$1.25	\$2,500
65	644	14.0	mile	Center Line	\$5,000.00	\$70,000
66	644	2,000.0	l.f.	Dotted Lane Line	\$0.40	\$800
67	644	500.0	l.f.	Channelizing Line	\$1.25	\$625
68	644	400.0	l.f.	Stop Line	\$6.00	\$2,400
69	644	1,000.0	l.f.	Crosswalk Line, 6"	\$2.00	\$2,000
70	644	1,000.0	l.f.	Crosswalk Line, 12"	\$4.00	\$4,000
71	644	10	ea.	Lane Arrow	\$70.00	\$700
72	644	10	ea.	Word on Pavement	\$100.00	\$1,000
73	644	2	ea.	Railroad Crossing Symbol	\$400.00	\$800
74	653	0	c.y.	Topsoil Furnished & Placed	\$30.00	\$0
75	660	5,355	s.y.	Sodding with Topsoil	\$7.00	\$37,485
76	1101	80	l.f.	Furnishing And Laying 6" Ductile Iron Pipe And Fittings	\$200.00	\$16,000
77	1101	8	l.f.	Furnishing And Laying 10" Ductile Iron Pipe And Fittings	\$375.00	\$3,000
78	1101	3,560	l.f.	Furnishing And Laying 12" Ductile Iron Pipe And Fittings	\$95.00	\$338,200
79	1101	8	l.f.	Furnishing And Laying 16" Ductile Iron Pipe And Fittings	\$350.00	\$2,800
80	1110	27	c.y.	Concrete, Class "C"	\$140.00	\$3,780
81	1111	3	ea.	8" Valve Chamber (Precast)	\$1,235.00	\$3,705
82	1111	9	ea.	12" Valve Chamber (Precast)	\$1,440.00	\$12,960
83	1112	8	ea.	Hauling And Installing Fire Hydrant	\$720.00	\$5,760
84	1114	7	ea.	Removing Fire Hydrant	\$400.00	\$2,800
85	1115	8	ea.	Furnishing And Installing Fire Hydrant Extension, 6" Long	\$500.00	\$4,000
86	1115	1	ea.	Furnishing And Installing Fire Hydrant Extension, 12" Long	\$500.00	\$500
87	1115	1	ea.	Furnishing And Installing Fire Hydrant Extension, 18" Long	\$500.00	\$500
88	1116	8	ea.	Furnishing And Installing Valve Box Complete	\$235.00	\$1,880
89	1119	50	c.y.	Additional Excavation	\$60.00	\$3,000
90	1120	50	c.y.	Exploratory Excavation	\$75.00	\$3,750
91	1121	12	c.y.	Fill & Abandon Ex. Water Works Structures	\$50.00	\$600
92	1122	3	ea.	Remove Existing M.H.C. & C.	\$225.00	\$675
93	1122	7	ea.	Remove Existing Valve Box	\$100.00	\$700
94	1123	50	l.f.	Changing 8" And Under Pipe Sewer	\$75.00	\$3,750
95	1123	50	l.f.	Changing 10 Thru 24" Pipe Sewer	\$75.00	\$3,750
96	1125	50	ea.	Resetting Ex. Valve Boxes Complete	\$200.00	\$10,000
97	Special	0	ea.	Furnish & Install Valve Box Casting	\$175.00	\$0
98	1126	1,000	l.f.	Furnishing, Installing And Connecting 3/4" Copper Service Pipe	\$38.00	\$38,000
99	1126	50	l.f.	Furnishing, Installing And Connecting 1" Copper Service Pipe	\$42.00	\$2,100
100	1126	100	l.f.	Furnishing, Installing And Connecting 2" Copper Service Pipe	\$65.00	\$6,500
101	1128	10	ea.	Reconnecting Existing 3/4" Service Branch	\$226.00	\$2,260
102	1131	50	ea.	Furnishing And Installing Curb And Roadway Box	\$124.00	\$6,200
103	1132	5	ea.	Resetting Ex. Curb & Roadway Boxes	\$175.00	\$875
<b>UNOFFICIAL TOTAL STREET &amp; SEWER WORK</b>						<b>\$3,556,159</b>

Contingency \$143,841  
Eng Est. \$3,700,000

514,545

  
Donald W. Rosemeyer, P.E.  
Acting City Engineer



# City of Cincinnati



Department of Finance

Suite 250, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202  
Phone (513) 352-3731  
Fax (513) 352-2370

William E. Moller  
*Director*

September 12, 2003

Mr. Lawrence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2004 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2004 SCIP/LTIP Projects (Round 18 Funding) are recommended by the City Manager for funding in the City's 2004 Capital Improvement Program:

## **STREET REHABILITATION PROJECTS**

Central Parkway – Plum Street to Broadway  
Gilbert Avenue / Montgomery Road – Elsinore to Brewster  
Madison Road – Brotherton to Edwards  
M.L. King Drive – Clifton Avenue to Central Parkway  
Vine Street – Central Parkway to McMicken  
Vine Street – Erkenbrecher to Mitchell

## **STREET IMPROVEMENT PROJECTS**

Colerain Avenue and Blue Rock Street Improvement  
Columbia Parkway Improvement – Delta Avenue to Tusculum Avenue  
Red Bank Expressway / Duck Creek Road Improvement

## **STREET IMPROVEMENT AND REHABILITATION PROJECT**

River Road Improvement and Rehabilitation – Dart Street to Illinois Avenue

The local matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds. Additional match funds are expected from the Municipal Road Fund and the Ohio Department of Development.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

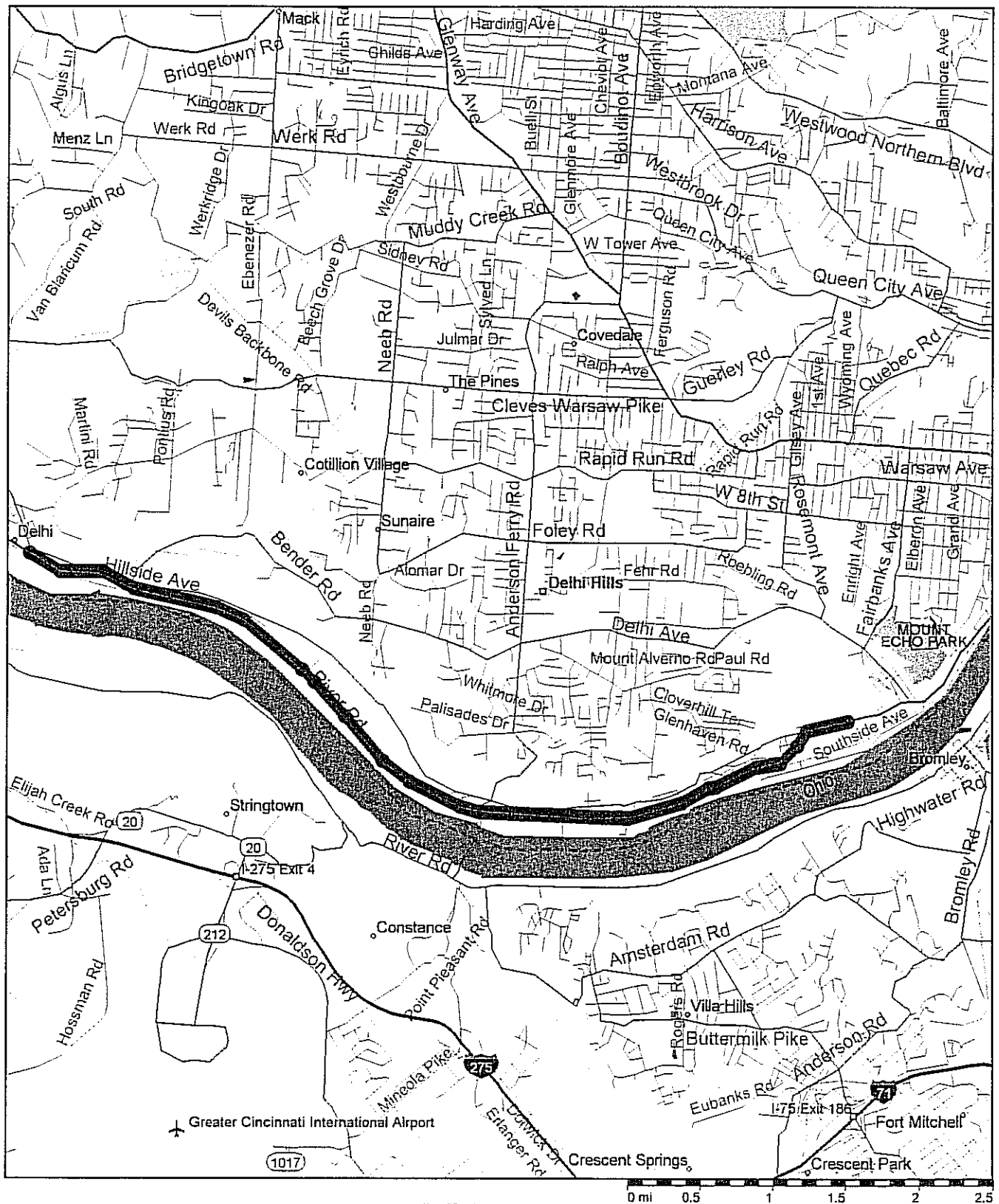
Sincerely,

A handwritten signature in black ink, appearing to read "William E. Moller". The signature is fluid and cursive, with the first name "William" and last name "Moller" being clearly legible, and "E." as a small middle initial.

William Moller  
Director of Finance

cc: T. Riordan, Asst. City Manager  
C. Sigman, Budget  
D. Campbell, Budget  
E. Enabnit, Transportation & Engineering  
D. Rosemeyer, Engineering  
J. Vogel, Engineering  
J. Buttner, Engineering  
J. Flading, Engineering  
G. Long, Engineering  
C. Ertel, Engineering  
C. Hines, Engineering  
D. Cline, Engineering  
Adm. Files  
Eng. Div. File

# River Road Improvements Dart Street to Illinois Avenue



Streets98



RIVER ROAD

# TRAFFIC-ALIGNMENT PLAN

DESIGNED INT.	DRAWN INT.	SCALE
CHECKED INT.	REVIEWED INT.	20 0 20
INT.	INT.	1 INCH = 20 FEET

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0351-2003 passed by the Council of the City of Cincinnati at their session on October 22, 2003 entitled:

ORDINANCE, (EMERGENCY) submitted by Valerie A. Lemmie, City Manager on 10/15/2003, authorized the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$11,250,600, and to execute any agreements necessary for the receipt and administration of said grants and loans.

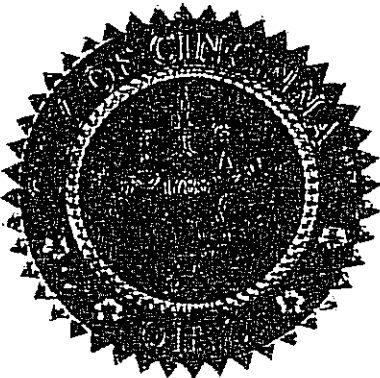
IN TESTIMONY WHEREOF I have

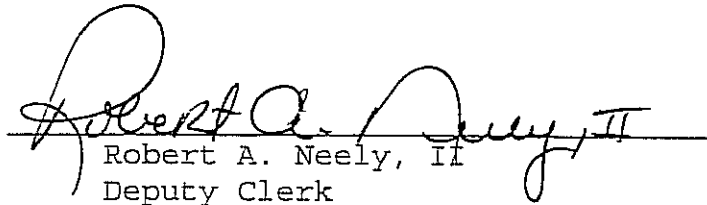
hereunto set my name and affixed

the seal of the Clerk of Council

Office this 28<sup>th</sup> day of

October in the year Two Thousand and Three.



  
Robert A. Neely, II  
Deputy Clerk

EMERGENCY

City of Cincinnati

An Ordinance No. 351

*[Handwritten signature]*

-2003

AUTHORIZING the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$11,250,600, and to execute any agreements necessary for the receipt and administration of said grants and loans.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$2,633,957 in matching City funds for Program Year 2004, for six (6) street rehabilitation projects, namely Central Parkway, Gilbert Avenue/Montgomery Road, Madison Road, M.L. King Drive, Vine Street (Central Parkway to McMicken) and Vine Street (Erkenbrecher to Mitchell); four (4) street improvement projects, namely Colerain Avenue/Blue Rock Road; Columbia Parkway, Kirby Road, and Red Bank Road/Duck Creek Road; one (1) street rehabilitation/improvement project, namely River Road; and one (1) loan assistance application, namely Infrastructure Rehabilitation Bonds; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants, loans, and loan assistance in the approximate amount of \$11,250,600 for funding six (6) street rehabilitation projects, namely Central Parkway, Gilbert Avenue/Montgomery Road, Madison Road, M.L. King Drive, Vine Street (Central Parkway to McMicken) and Vine Street (Erkenbrecher to Mitchell); four (4) street improvement projects, namely Colerain Avenue/Blue Rock Road; Columbia Parkway, Kirby Road, and Red Bank Road/Duck Creek Road; one (1) street rehabilitation/improvement project, namely River Road; and one loan assistance application, namely Infrastructure Rehabilitation Bonds, and to accept such grants and loans at an interest rate acceptable to the City of Cincinnati Director of Finance if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants and loans.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, welfare and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to comply with critical application deadlines and to ensure that funding mechanisms for the proper implementation are in place at the earliest possible time.

Passed October 22, 2003

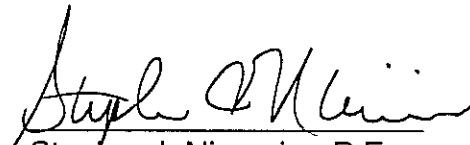
Attest Melissa Antray  
Clerk

[Signature]  
Mayor

I HEREBY CERTIFY THAT ORDINANCE NO. 351-2003  
WAS PUBLISHED IN THE CITY BULLETIN  
IN ACCORDANCE WITH THE CHARTER ON 11-4-2003  
Melissa Antray  
Clerk of Council

# CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the River Road Improvements – Dart Street to Illinois Avenue project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

  
Stephen I. Niemeier, P.E.  
Supervising Engineer



# ADDITIONAL SUPPORT INFORMATION

## River Road Improvements

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? \_\_\_\_\_YES    X\_\_\_\_NO    (ANSWER REQUIRED)**

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

### **1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The physical condition of the overall project is very poor.

**Poor Intersection Geometry:** The curve at the intersection of Hillside and River Road is substandard in terms of existing horizontal geometry. The steep profile combined with a small radius have caused numerous traffic accidents; consequently, the intersection is a serious safety problem. Please refer to attached the photographs and accident reports provided as documentation.

**Pavement:** The pavement is in very poor condition due to severe cracking, rutting, shoving and significant base failures. The pavement requires extensive rehabilitation (full depth, partial depth and curb repair with a structural overlay) to maintain the integrity. A sampling of the pavement records for the jurisdiction as well as pictures are included to document the condition.

**Water Main:** The existing water main is inadequate to provide enough capacity for the intended community. The joints contain lead and the system as a whole needs to be replaced because of the age (72 to 75 years) and the frequency and severity of the breaks and subsequent repairs of the existing main. The main has a long maintenance history with 7 main line leaks in the last 3.5 years. Please refer to the pictures, complaint logs and brief letters of explanation for documentation of condition.

### **2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project is of highly significant importance to the safety of the public and citizens of the service area.

#### **Type of Safety Problem:**

**Poor Intersection Geometry-** As mentioned in the physical condition category, the intersection at Hillside is a serious safety problem. The accident rate at this intersection is 3.04 accidents per million vehicle miles. The rate is over three times the average accident rate for a non signalized intersection in the jurisdiction. In addition, two fatal accidents at this location caused a total of four deaths indicating the severity of the problem. See accident data.

**Water Main-** The physical condition of the existing water main, as documented in support information, is failed. The system requires complete replacement. The frequent breaks cause severe flooding in residents basements which puts the public in serious jeopardy from such dangers as mold, drowning and electrocution. Refer to attached documentation.

**Pavement-** The pavement requires extensive rehabilitation to maintain integrity due to very heavy truck traffic, utility cuts, potholes, longitudinal cracking, rutting, shoving and base failures which impair a drivers ability to maintain control of the vehicle.

#### **Corrective Actions:**

The poor intersection geometry, water main upgrade and pavement condition are of highly significant importance to the

safety of the public. The project will correct the deficiencies listed under the type of safety problem and allow the roadway and adjacent infrastructure to meet the safety design standards and codes. The improvements will significantly reduce the likelihood of severe accidents at the Hillside intersection by constructing a large radius superelevated curve on an engineered fill along south side of the roadway. Guardrail will be constructed in front of the engineered fill. Replacement of the water main will prevent further safety related incidents due to water main breaks as well as lead infiltration into the water system. In addition, the new main will provide increased flow rates which will directly benefit the fire protection system. The flooding and lead infiltration will be eliminated with the construction of the new water main. The pavement base failures, utility cuts, potholes, longitudinal cracking, rutting, shoving and adjacent shoulder deficiencies will be corrected with full depth repairs and a complete rehabilitation of the pavement.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project is of highly significant importance to the health of the public and citizens of the service area.

**Type and Seriousness of Health Problem:**

The water mains contain leadite joints as documented in the supporting information. Leaching from the joints causes lead to enter the potable water supply. In addition, water from main breaks floods residents basements on a far to regular basis causing mold and other waterborne diseases to enter homes. Refer to the attached complaint logs (only a small sample of the entire list) that document the frequency. Pictures indicate the severe nature of the problem.

**Corrective Actions:**

This project will improve the overall condition of the infrastructure by constructing new water line. The construction of new facilities will eliminate the health risks associated with the injection of lead into the drinking water system as well as any waterborne disease or mold.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 River Road Improvements – Dart Street to Illinois Avenue

Priority 2 Madison Road Rehabilitation – Edwards Road to Brotherton Road

Priority 3 Columbia Parkway Improvement – Delta Avenue to Tusculum Avenue

Priority 4 Red Bank Expressway/Duck Creek Road Improvements

Priority 5 Vine Street Rehabilitation Erkenbrecher Avenue to Mitchell Avenue

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No   X   Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

This project will directly impact development. The roadway improvements will permit more development to occur providing over 350 new jobs. Specifically, the project will provide a direct drive entrance to the Conrail site permitting future development of 47 acres property. Further development of the adjacent 20 acres is anticipated at a future date and

is directly linked and dependent on the improvement to US 50 not only as an issue of functionality but one of safety as well. (Entrance will be placed approximately across from Illinois on the south side of River Road. Refer to the attached map and letter of support from the developer).

**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

**8) Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 29th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

**9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The project is designed for current demand.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_

Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

**10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3

a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

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e.) Give an estimate of time needed to complete any item above not yet completed. 10 Months.

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

River Road is classified as a major multi-jurisdictional route (US route 50) which provides a direct connection to Interstates I-71, I-75 and I-471; as a result, the project will have a major impact to the region.

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**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No.

---

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A \_\_\_\_\_

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 15,499 X 1.20 = 18,599 Users

Water/Sewer: Homes 2,923 X 4.00 = 11,692 Users

**15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City Earnings Tax

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

# SUBMISSION CHECKLIST FOR STATE OF OHIO CAPITAL IMPROVEMENT GRANT/LOAN APPLICATIONS

This checklist must be submitted with the other items necessary for project eligibility and review. Upon district receipt of the full package, this checklist will be date stamped and a copy will be forwarded to the applying jurisdiction. Once the checklist has been stamped, the district will accept no additional information regarding the project.

## River Road Improvements – Dart Street to Illinois Avenue

The following items **MUST** be submitted (by the deadline for such submission) in order for the District Two-Integrating Committee and Support Staff to consider your application complete and eligible for funding:

<u>X</u> OPWC Application for Financial Assistance (State of Ohio Form–Signed by C.E.O. of jurisdiction)	<u>X</u> Additional Support Information Form (District Two Form)	<u>X</u> Detailed Cost Estimate (Signed & Sealed by P.E.)
<u>X</u> Useful Life Certificate (Signed & Sealed by P.E.)	<u>X</u> Status of Funds Certification (Jurisdiction Letterhead – Signed by C.F.O. of jurisdiction)	<u>X</u> Project Vicinity Map (Must be legible with project highlighted)
<u>X</u> Project Pictures (Minimum of 4 - Mounted)	<u>X</u> Users Certification (Signed by P.E. or C.E.O. of jurisdiction)	<u>NA</u> Loan Repayment Method (Jurisdiction Letterhead – Signed by C.F.O. of jurisdiction) <i>For loan projects only.</i>

*Please list below the data submitted with the application that supports the project.*

- |                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Infrastructure Condition Data</li> <li><u>Photos showing failed pavement</u></li> <li><u>Pavement Condition Reports from jurisdiction</u></li> <li><u>Water main Condition Reports from jurisdiction</u></li> </ul> | <ul style="list-style-type: none"> <li>• Infrastructure Safety Data</li> <li><u>Accident Data Sheets</u></li> <li><u>Fatality Incident Reports</u></li> <li><u>Flooding Documentation (Complaint letter and pictures)</u></li> </ul> |
| <ul style="list-style-type: none"> <li>• Infrastructure Health Data</li> <li><u>Water main Condition Reports from jurisdiction showing lead joints</u></li> <li><u>Photo documentation of flooding</u></li> </ul>                                            | <ul style="list-style-type: none"> <li>• Jurisdiction User Fee/Assessment Data</li> </ul>                                                                                                                                            |
| <ul style="list-style-type: none"> <li>• Economic Growth Data</li> <li><u>Letter from Developer</u></li> <li><u>Proposed Development Site Plan</u></li> </ul>                                                                                                | <ul style="list-style-type: none"> <li>• Alleviate Traffic Hazards/LOS Data</li> </ul>                                                                                                                                               |
| <ul style="list-style-type: none"> <li>• Ban/Moratorium Data</li> </ul>                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>• Users Certification Data</li> <li><u>Traffic Count Certification</u></li> </ul>                                                                                                             |

The following items must be submitted by NOVEMBER 3, 2003:

_____ Capital Improvement Report (State of Ohio Form)	_____ Enabling Legislation (On Jurisdiction Letterhead and Signed by Clerk)
----------------------------------------------------------	--------------------------------------------------------------------------------

SCIP/LTIP PROGRAM  
ROUND 18 - PROGRAM YEAR 2004  
PROJECT SELECTION CRITERIA  
JULY 1, 2004 TO JUNE 30, 2005

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: RIVER ROAD IMPROV.

ATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

MINOR FULL  
PARTIAL FULL  
DEPTH

PARTIAL DEPTH  
REPLACEMENT

Appeal Score

15

AGREE W/ SCORE.

MINOR FD: 15 PTS.  
DON'T BUY AGREEMENT IN  
INTERSECTION GEOMETRIC  
RELATED TO  
CONDITION.  
THAT'S  
SERVICE.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

NO CHANGE,  
FLOODING AT  
ONE HOME ONLY.  
MOST IN ROAD

Appeal Score

10

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

5) Will the completed project generate user fees or assessments?

10 - No

0 - Yes

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure significant new employment

7 - The project will directly secure new employment

5 - The project will secure new employment

3 - The project will permit more development

0 - The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

40%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

0%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16

3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16

0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16

Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

Appeal Score

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

18,599

+ OTHERS

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$5

LEVY

# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR36 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## **Criterion 3 – Health**

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## **Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.